

The Antelope Valley Alignment: The Best Choice for California

A Presentation to the
California High-Speed Rail Authority

By the
Communities of the Antelope Valley

October 26, 2001

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HLB Decision Economics, Inc.

Introduction to the Antelope Valley

The Antelope Valley Community

- **Most Affordable Industrial Land in Southern California**
- **Most Affordable Homes in Southern California**
- **Large Available Work Force at All Skill Levels**
- **Moderate Four-Season Climate**
- **Growing Rapidly**
 - **Population - 3.4% Annual to 2020 (1.1% for LA County)**
 - **Employment - 4.2% Annual to 2020 (2.1% for LA County)**

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Introduction to the Antelope Valley

Major Employers

- **Lockheed Martin (“Skunk Works”)**
- **Northrop Grumman Corp.**
- **Boeing North American**
- **NASA Dryden Flight Research**
- **Edwards AFB**
- **US FAA (ATC Facility)**
- **Anderson-Barrows**
- **U.S. Borax**
- **Senior Systems Technology**

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High-Speed Rail Planning Principles

California High-Speed Rail Act of 1996

§185010(h) -- ...the state...must begin preparation of a high-speed intercity rail plan **similar to California's former freeway plan...**

§185010(i) -- ...build a ...high-speed rail system [that] will **generate jobs and economic growth...**

§185030 -- ... that is **fully integrated** with the state's existing rail and bus network ...

High-Speed Rail Planning Principles

California High-Speed Rail Authority Final Business Plan, June 2000 Letter to the Governor

“The recommendations in this business plan are economically feasible, publicly popular, and fiscally prudent...”

“The importance of the state’s transportation infrastructure to the economic vitality of the state cannot be under-estimated.”

“As important as the financial qualities of the project are, the benefits to the state’s citizenry, economy, and environment are equally as important.”

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Business Planning, Benefits, and Risk Analysis

Key HSR Business Planning Questions:

Which Bakersfield - Sylmar alignment ...

- 1. ...offers the best prospects for (a) ridership and revenue, (b) economic integration, and (c) overall project economic viability?**
- 2. ...presents the lowest risk of higher construction cost and schedule delay?**

Business Planning, Benefits, and Risk Analysis

Ridership and Revenue

- **Trade-off between length and accessibility:**
 - Antelope Valley/I-5 travel time difference (9-12 minutes) is 7% of total San Francisco-Los Angeles running time
 - Antelope Valley alignment provides access to 700,000 more people and 270,000 more jobs
 - Normal 3-5 minute variation (actual time) is more than 1/3 of scheduled time difference
- **Net Result: Antelope Valley option results in higher cumulative ridership and revenue**

Business Planning, Benefits, and Risk Analysis

Economic Impact (Net Benefits)

The Antelope Valley option will generate \$855 million more in net benefits (present value) than the I-5 Grapevine alignment.

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Business Planning, Benefits, and Risk Analysis

Economic Integration

The Antelope Valley option provides:

- 1. Greater intermodal connectivity (Palmdale Regional Airport)**
- 2. Greater access to and support of key industrial resources (Plant 42, Edwards AFB, etc.)**
- 3. Improved job/housing Balance: air quality & congestion benefits**
- 4. More than \$500 million in aggregate net new economic stimulus over project life-cycle**

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Cost and Schedule Risk

The Antelope Valley option requires significantly less tunneling (up to 13 miles of deep tunnels), which means:

- Lower risk of construction cost overrun**
- Lower risk of delay**

Business Planning, Benefits, and Risk Analysis

Environmental Impact Risk

The Antelope Valley alignment will have less or equal impact to the I-5 Grapevine alignment in the following areas:









- **Water Resources**
- **Floodplain Encroachment**
- **Endangered Species**
- **Air Quality**
- **Farmland**
- **Land Use Compatibility**
- **Right-of-Way Acquisition**
- **Visual Quality**
- **Environmental Justice**
- **Parks and Recreation**

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Business Planning, Benefits, and Risk Analysis

Authority Environmental Assessment

Objective	I-5	A.V.
Ridership and Revenue	()	()
Connectivity and Accessibility		
Capital and Operating Costs		
Development Compatibility		
Natural Resource Impacts		
Socioeconomic Resource Impacts		
Cultural Resource Impacts		
Geologic and Soils Constraints	~	~
Hazardous Materials	~	~

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